

COUNTRY

East Germany

REPORT

TOPIC Neubrandenburg-Trollenhagen Airfield

25X1

EVALUATION

PLACE OBTAINED

DATE OF CONTENT

25X1

DATE OBTAINED

DATE PREPARED 24 March 1953

REFERENCES

PAGES

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ENCLOSURES (NO. & TYPE)

REMARKS

This is UNEVALUATED Information

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1. After 1 p.m. on 25 December 1952, a MiG-15 plane made local flights of about 10 minutes over Neubrandenburg-Trollenhagen airfield. The sky was overcast. At about 3:30 p.m., nine MiG-15s landed in three formations of 4, 3 and 2 planes respectively at short intervals. After taxiing to a stop, the planes were towed away by jeeps. A radio truck with two rod antennas, a sedan and the starting carriage were parked on the landing field.

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2. On 25 December, [] the Adcock DF station and the radio installation which consisted of a mast about 7 meters high were at their previous locations.

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3. A barbed wire fence, 1.5 to 2 meters high and consisting of 6 or 7 strands surrounded the field. On 25 December, walls of earth were observed between the firing range and the Neubrandenburg-Neuerin highway. About 100 meters west of this road, about in the extension of the runway, construction work was under way on a wooden ramp, which was about 6 meters long, 2.5 meters wide and 1.5 meters high. Truck [] and ambulance [] were observed entering and leaving the field.

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4. The following air activity was observed at the field between 6 January and 14 February:

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6 January. At about 2:20 p.m., [] the noise of running jet engines. After a short time, two jet planes took off and landed after about 5 minutes.

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19 January. Between 1 and 4 p.m., there was air activity by swept-back jet fighters []

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20 January. Air activity was observed between 10 a.m. and 3:30 p.m. [redacted] were identified on five planes.

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21 January. Between 9 and 10 a.m., flying was practiced by swept-back jet fighters [redacted]

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22 January. Contrary to the preceding days, formation flying was practiced by 2 to 5 planes.

26 January. There was local flying. One plane had [redacted] Four swept-back jet fighters were parked south of the western half of the runway.

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28 January. After 5:30 p.m. there was night flying by two planes. The radio installation was lighted during night flying.

29 January. There was night flying between 5:30 p.m. and midnight.

30 January. Between 9:30 a.m. and 1:30 p.m., local flights were made by individual planes.

4 February. During the morning, planes circled over the field. At 11:30 a.m., an Li-2 plane landed and stayed for a short time at the field.

6 February. Between 10 a.m. and 4 p.m., local flights were made by individual planes. [redacted]

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11 February. At 9:30 a.m., 14 planes took off at short intervals. An Li-2 plane landed at 11 a.m. and took off at noon heading north.

14 February. A Li-2 plane landed and took off after a short time.

5. Motor vehicles [redacted] entered and left the field in January.

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6. During the morning of 17 February and on 13 and 19 February, there was air activity by swept-back jet fighters.

[redacted] Comment. It is believed that Neubrandenburg airfield is occupied by one of the two fighter regiments which were previously stationed in Puetznitz. According to available information, the OATB of the regiment which is now in Neubrandenburg [redacted]

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[redacted] The presence of a regiment is also supported by the observation that the DF stations were re-erected.

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The previously reported arrival of 15 railroad tank cars with fuel on 23 December 1953 also supports the assumption that the field is occupied by an entire regiment. Previously, it was believed that only a training detail was stationed there.

[redacted] Of the aircraft [redacted] reported, [redacted] were observed for the first time in [redacted] East Germany.

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[redacted] It is believed that the fighter regiment in Neubrandenburg was equipped with jet aircraft from various fighter regiments of the 24th Air Army.

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